

Modes

Aeronautics
Bicycle and Pedestrian
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Public Transportation
Rail

Special Programs

Bureau of Indian Affairs
Congestion Mitigation and Air Quality
Federal-Aid Incentive
Federal-Lands Highways
Highway Safety
Local Highway Technical Assistance Council
Recreational Trails
Scenic Byways
Transportation Enhancement



Section 4: Modes & Special Programs

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Aeronautics Mission

The Division of Aeronautics serves to provide the highest quality, effective, efficient and safe aviation system for all users of aviation services, visiting or residing in Idaho. To this end, the division plans and implements necessary and desired products, programs, services, and projects to develop, encourage and foster an outstanding aviation system that meets the current and future requirements of a growing and diverse Idaho aviation public.



Aeronautics

Description of the Mode

Idaho's system of public-use airports serves a wide variety of aviation activities. General-aviation airports serve not only corporate and business users, but these airports also play an important role in supporting recreation and tourism in the state. Idaho's commercial airports accommodate operations by regional / commuter airlines, as well as major airline operations. Air cargo activities are also supported by the state's aviation system, as is some military activity. In addition to these airports the Division of Aeronautics oversees maintenance and operation activities at state-owned recreational and emergency airstrips.

Determination of Needs

The Division of Aeronautics, in partnership with the Federal Aviation Administration (FAA) and municipalities, coordinates a multi-level planning process comprised of State Aviation System Plans, Airport Master Plans, and Capital Improvement Programs. System planning establishes statewide needs while master planning is a more detailed plan for a single airport.

Funding

Airport projects are funded from a combination of federal, state, and local sources. Both federal and state programs are funded by user taxes. At the federal level, airline ticket tax, airfreight waybill tax, international passenger departure tax, and aviation fuel tax are income sources. The state airport program is funded by aircraft fuel tax and aircraft registration tax.

The Division of Aeronautics receives FAA-AIP grant funding primarily for planning studies. The division currently receives 95% of the project costs for preparation of the ongoing Idaho Aviation System Plan, the annual Airport Safety Data – 5010 Inspection Program, and the annual Airport Pavement Inspection and Management System.

The division, in cooperation with the FAA, manages two special programs that allow a small group of airports to accomplish airport planning and/or airport maintenance projects. These are the Multiple Airport Layout Planning projects and the Nonprimary Entitlement Multi-Site Maintenance projects. These projects are structured such that a group of airports will participate in their own projects under a single FAA grant that is awarded to the Idaho Division of Aeronautics, who acts as the combined airport sponsor (grantee) and project administrator/manager. The match for these special programs is supplied cooperatively by the State through force account administration/management and by the individual airport owners through cash match and/or force account participation. The advantage



to these special programs is that a great share of the FAA-AIP funds goes directly to the planning or the construction work, since much of the administration/management is provided by state and local force account. In addition, the maintenance construction can be done using ITD specifications and procedures that are often less expensive to accomplish and are better understood by the local contracting community. When the state acts as sponsor for multiple airports by accepting and managing single grants for multi-airport work, there is a notable cost savings resulting from an economy of scale.

Application Process

The division annually requests grant applications from the 71 eligible public airports throughout the state. The state has a specific application form and set of application procedures. An updated CIP is requested at the time of the application.

General Aviation Airports are required to submit their FAA pre-application to the division for approval, prior to its submittal to the FAA. The FAA regularly requests review and comment upon the FAA applications by the division prior to the final processing. A copy of the FAA application is accepted in lieu of an IAAP application when the request is simply for assistance with the local match requirement for the AIP funds.

Project Selection

Project selection is a collaborative process involving the FAA, municipalities, and the ITD. Statewide systems planning and airport master planning coupled with public input are the basis of the state Capital Improvement Program. The intended use of the funds is the basis for project selection and acceptance.

Primary service airports receive a lump sum annual grant while General Aviation Airports that receive FAA-AIP funds are automatically eligible to receive assistance with their required match.

General Aviation Airports that are not eligible to receive federal funds are eligible to receive IAAP funds to assist with airport planning, development, and maintenance projects. These projects are carefully reviewed, prioritized, and evaluated. Since the division has limited funding, each approved project must demonstrate that it addresses an immediate safety need or that it will preserve facilities that the state has funded in the past.

IDAHO FY 2007 – 2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Below is the aeronautics grant cycle outline.

MONTH	ACTION ITEMS
NOVEMBER & DECEMBER	Letters to sponsors requesting: - Grant applications - Capital Improvement Programs (CIP)
JANUARY 30	Deadline for submission of applications.
FEBRUARY	Review, prioritize, and evaluate grant applications. Develop the three-year Idaho Airport Aid Program (IAAP).
APRIL	Aeronautics Advisory Board reviews three-year IAAP. Acceptance of the three-year IAAP by AAB.
MAY	Approval of three-year IAAP by Idaho Transportation Board. Budget approved by Legislature.
JUNE	Funding notification sent to airport sponsors. Draft STIP approved by Idaho Transportation Board.
JULY	STIP public involvement and revisions. Grant offers to sponsors and funds are available.
SEPTEMBER	Final STIP approved by Idaho Transportation Board and submitted to FHWA and FTA.

Reference Materials

- *Idaho Aviation System Plan*
- *Idaho Network Pavement Management System*
- *Application to Idaho Airport Aid Program*
- *Three-Year Idaho Airport Aid Program*

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Bicycle & Pedestrian



Description of the Mode

The Idaho Transportation Department recognizes the value of bicycling and walking and offers opportunities for funding support. The majority of bicycle/pedestrian projects on the State Highway System are implemented in conjunction with designated highway improvement projects. Bicyclists and pedestrians are legitimate users of the state's transportation system and all transportation jurisdictions should consider and accommodate their needs.

Determination of Needs

Cities, counties, highway districts, and metropolitan planning organizations must assess where needs exist for improved facilities and prioritize those needs at the community level. Any jurisdiction considering a major improvement to a roadway should always evaluate deficiencies in the access and accommodation of pedestrians and bicyclists. However, it must be recognized that simply providing a bicycle- and pedestrian-friendly environment cannot address all of the challenges associated with non-motorized transportation. Some safety problems, for example, may be more easily solved through programs than through facilities. A comprehensive assessment of bicyclist and pedestrian needs should result in more than one solution element—Engineering, Education, Enforcement, and Encouragement (the “4Es”) may all play an important role in a well-rounded approach. The Idaho Bicycle and Transportation Plan discusses a comprehensive 4E approach.



Funding

All of the various funding programs described in the Modes section under “Highways” can be used to fund bicycle and pedestrian projects. The Office of Highway Safety's Bicycle and Pedestrian Grant Program funds activities aimed at safety education activities (but not facility construction or maintenance). The STP—Enhancement program recognizes bicycle and pedestrian projects as a special funding category. These can be facility construction projects that support safety education. More information on the STIP—Enhancement Program can be found in later in this section or on the ITD website at:

<http://itd.idaho.gov/planning/reports/newenhancements/index.html>

A new federal-aid program, Safe Routes to School, will help to make walking and bicycling to school safer in K-8 schools. It is ITD's mission to improve the health of children and the community by making walking and biking to school safer, easier, and more enjoyable. If you have questions or would like more information please contact the Safe Routes to School Program Manager, Josephine O'Connor at josephine.oconnor@itd.idaho.gov. ITD's website has program information at: http://itd.idaho.gov/bike_ped/sr2s/index.html.

Project Selection

Project selection is a collaborative process between state and local transportation officials and system users. The key to selection is for communities to determine a long-term sense of direction, which then becomes part of a local transportation system plan, usually a subcomponent of a comprehensive plan. Annually, the ITD solicits project proposals to be included in its Statewide Transportation Improvement Program (STIP), which is approved by the Idaho Transportation Board in September. Project selection is quite competitive and projects with demonstrated community support, adequate local planning, and documentation of public input have the best potential of being funded. Cities under 5,000 in population, counties, and highway districts can request assistance from the Local Highway Assistance Council (LHTAC) for developing project submittals. LHTAC administers the selection process for the Surface Transportation Program (STP)—Local Rural and —Local Urban programs. Proposed projects within the State Highway System's right-of-way will be selected based upon input from the appropriate ITD district office.

Application Process

The schedule is concurrent with the schedule in the Capital Investment Program, which is determined annually in late November. The department annually publishes a STIP Planning Calendar that shows the various project submittal deadlines for specific funding categories. LHTAC administers the application process for the STP—Local Rural and STP—Local Urban programs. Project proposals within the State Highway System's right-of-way will need to be closely coordinated with the appropriate ITD district office.

Reference Materials

- *Idaho Bicycle and Pedestrian Transportation Plan*
- *Capital Improvement Program* update packet
- *Highway Safety Plan*
- *Enhancement Program Application Packet*
- http://itd.idaho.gov/bike_ped/

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Highways

Description of the Mode

From farm-to-market roads to Interstates, Idaho's highways, roads, and streets are vital to the state's economy. The state's agriculture, forestry, commerce, tourism, and recreation industries are dependent on good transportation facilities.

The Idaho Transportation Department is responsible for the State Highway System (all Interstates, U.S. Routes, and State Highways), which primarily serves city-to-city travelers. The balance of the roadway system primarily serves travel within cities and connections to our rural areas.

Determination of Needs

The determination of needs is a collaborative process in each district among the ITD, federal and local agencies, Indian Tribes, and the public. Roadway data, public input, agency input, and community / state planning documents are all considered as state and local projects are selected and prioritized. All participants review the requested projects annually during the Statewide Transportation Improvement Program (STIP) update process.

Funding

A variety of funding sources are available for highway development, which include:

- Bridge—State, Local, and Off-System
 - Congestion Mitigation and Air Quality Improvement
 - Demonstration or High-Priority
 - Discretionary
 - Borders and Corridors
 - Bridge
 - Interstate Maintenance
 - Public Lands
 - Scenic Byways
 - Forest Highway
 - Indian Reservation Roads
 - Interstate Maintenance
 - National Highway System
 - State Funds
 - Surface Transportation Program (STP)—Enhancement
 - STP—Hazard Elimination
 - STP—Local Urban
 - STP—Local Rural
 - STP—Rail Safety
 - STP—State
 - STP—Transportation Management Area
- Note: A funding overview is at the beginning of the "Funding" section.

The total cost of a roadway project includes preliminary engineering, right-of-way purchases, and construction. However, most of the preliminary engineering work and right-of-way purchase must realistically be pursued several years in advance of a project's planned construction year. Project-level detail on preliminary engineering and right-of-way expenditures can be found in the Highway Development Program, which is available upon request. Project costs identified in the STIP include only costs associated with construction unless specifically noted otherwise.

Project Selection

Need-based project selection is a collaborative process between ITD headquarters, the ITD districts, the metropolitan planning organizations, local officials, other state and federal agencies, Indian Tribes, and the public. The Idaho Transportation Board reviews and approves the Statewide Transportation Improvement Program each September. The program includes five years of projects plus those in preliminary development (projects yet to be assigned a construction year). The first four (4) years receive official approval from FHWA and FTA; the other years are included for planning purposes.

Reference Materials

- Capital Improvement Program (CIP)
- Transportation Enhancement Program project application packet
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) project application packet
- Statewide Transportation Improvement Program (STIP)
- STIP Planning Calendar
- Metropolitan Planning Organization Transportation Improvement Programs
- Idaho State Highway Plan



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Mission Statement

To ensure the effective use of federal, state, and local public transportation funds and enhance the mobility of Idaho's citizens. This mission is accomplished through planning, grants administration, coordinating public transportation services and systems, and evaluating transit needs.



Public Transportation

Description of the Mode

Public transportation provides mobility alternatives for Idaho citizens and is a vital resource in sustaining economic development, enhancing the quality of life, relieving congestion, improving air quality, and providing critical access to health services. Public Transportation services include:

- Fixed transit routes and intercity services;
- Scheduled or unscheduled transit service provided by motor vehicle, bus, van, aerial tramway, and other modes of public conveyance;
- Paratransit service for the elderly and persons with disabled to provide access to medical facilities, shopping, training, meal sites and other activities; and
- Commuter service using van pools or car pools between cities, counties, employment centers, educational institutions, or park-and-ride lots.

Five (5) metropolitan providers currently operate in urbanized (50,000+ population) areas designated by the U.S. Census with Section 5307 Urbanized Area funding:

- Kootenai County in Coeur d'Alene;
- City of Lewiston;
- ValleyRide in Ada and Canyon Counties;
- Targhee Regional Public Transportation Authority in Idaho Falls; and
- Pocatello Regional Transit (PRT) in Pocatello.

Sixteen (16) providers currently operate services in areas with populations of less than 50,000:

- Senior Hospitality Inc in Bonners Ferry and Boundary County;
- North Idaho Community Express (NICE) in Kootenai, Bonner and Shoshone Counties;
- Special Mobility Services in Priest River connecting to Newport and Spokane WA;
- Benewah Area Transit operated by Valley Vista Care Corporation in Benewah County;
- CityLink operated by the Coeur d'Alene Tribe Tensed to Worley to Coeur d'Alene.

- Moscow Valley Transit in Latah County;
- Northwest Stages for intercity route between Boise to Moscow;
- McCall Transit operated by Treasure Valley Transit (TVT) in McCall Idaho;
- Mountain Home Transit operated by Treasure Valley Transit (TVT) in Mountain Home;
- Marsing Senior Center in Marsing and southern Canyon County;
- Trans IV Buses in Twin Falls and Jerome Counties;
- Trailways Express for intercity service between Boise, Burley and Utah
- Lost River Transit operated by Valley Vista Care Corporation in Custer County;
- CART in Teton, Lemhi, Jefferson, Madison and Bonneville Counties;
- Ketchum/Sun Valley Transit Authority (KART) from Bellevue to Sun Valley; and
- PRT also provides transportation services to the rural areas of Southeast Idaho.

Many other organizations operate land-based transportation services in Idaho. Some of the providers (e.g., Rimrock Trailways and Northwest Stages) provide service in multiple regions while others serve a limited area or population. Many senior-citizens organizations and disabled workshops operate vans or small buses for clients and several state agencies provide transportation services either directly or through reimbursements. A major goal of the division is to facilitate coordination and to help eliminate duplication of services.

Public transportation in Idaho has improved significantly over the past few years. Service levels have increased and public transportation planning and administration have been strengthened. Over the next 5 years, improvement opportunities include strengthening policies, planning and programming governance, coordination, services, funding, and benefits. The division is also overseeing the rideshare programs throughout the state and is working with communities wanting to develop car pools, van pools or other commuter services.

Determination of Needs

In 1997, the *Idaho Statewide Public Transportation Needs and Benefits Analysis Study* was completed. The study provided an overview of existing public transportation services. The document used mapping, data collection, and research to assess levels of service in each district and identified unmet needs statewide.

Information was also collected throughout 2003 during the community meetings for the *Idaho Transportation Vision*. Community leaders and organizations were invited to identify transportation needs in their communities for the next 30 years. A random phone survey polled 600 Idaho residents about their views on transportation needs. The Vision document is available online at <http://www.idahofuturetravel.info/Vision.asp>.

The division is currently working with Cambridge Systematics to review current public transportation issues and to gather input from stakeholders around the state. This information will be used to begin to address local funding needs and to help develop transit systems in rural areas.

Funding

1. State Funding

- **Vehicle Investment Program** -- The Idaho Transportation Board has approved state funds for capital equipment purchases. The Idaho Legislature annually approves funding for the program that is dedicated to providing accessible vehicles in the rural areas of Idaho.

2. Federal Funding

Federal funding is available to Idaho under Chapter 53, Title 49 of the United States Code (U.S.C.) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

- **Metropolitan Planning** — 49 U.S.C. 5303: Planning funds are allocated to the five Metropolitan Planning Organizations (MPOs): Kootenai MPO, Lewis-Clark Valley MPO, Community Planning Association, Bonneville MPO, and Bannock Planning Organization. Idaho utilizes a consolidated grant program which combines FTA grant funds with FHWA metropolitan planning organization funds. A 7.34% local match is required.
- **State Planning and Research** — 49 U.S.C. 5304: Funding is allocated to the state and used to; provide technical assistance to MPOs, work with local communities to develop transit plans, develop statewide plans, and to coordinating transit projects for the annual Statewide Transportation Improvement Program. A 20% match is required.

- **Urbanized Area Formula Program** — 49 U.S.C. 5307: Funding is allocated by statutory formula to the urbanized areas of the state. A 50% local match is required for operations, a 20% match for planning and capital expenditures. (Note: As a large urbanized area with population exceeding 200,000, Boise is no longer able to use funding for operations.)
- **Elderly and Persons with Disabilities Program** — 49 U.S.C. 5310: Funding is allocated to the state and is distributed based on elderly and disabled populations in the state. The funds may be used for purchase of service or capital acquisitions for private nonprofit organizations or public agencies that provide public transportation to the elderly and persons with disabilities. An 8% local match is required.
- **Nonurbanized Area Formula Program** — 49 U.S.C. 5311: Funding is allocated to the state and is distributed to rural communities around the state. A 42.5% local match is required for operations, a 20% match is required for administration, and an 8% local match is required for preventative maintenance and capital expenditures.
- **Intercity Bus Service** — 49 U.S.C. 5311(f): The state must use at least 15% of the Section 5311 funds to provide transportation to connect rural areas with national public transportation services. A 42.5% local match is required for operations, a 20% match is required for administration, and an 8% local match is required for preventative maintenance and capital expenditures.
- **Rural Transit Assistance Programs (RTAP)** — 49 U.S.C. 5311(h): Funding is allocated to the state for transit research, technical assistance, training, and related support services to assist Section 5311 Rural providers in Idaho meet their training needs. No match is required.
- **Tribal Transit Program:** 49 U.S.C. Section 5311(c): SAFETEA-LU created a set-aside in the Rural Formula Program to establish a national competitive program for transit on Indian Reservations. All federally-recognized Indian Tribes and Alaska Native villages, groups or communities may apply for funds to establish or expand transit programs in rural areas to provide service to the general public. No match is required and funds may be used to fund any purpose authorized under Section 5311. FTA published the first call for projects on August 15, 2006.

- **Demonstration Funds:** 49 U.S.C. Section 5309: “Discretionary” funding is generally allocated by Congress for specific capital projects. States and local public bodies are eligible applicants for these funds. Local match requirement ranges from 10% to 20%.
- **Job Access and Reverse Commute Program:** Section 5316 is a new formula program authorized in SAFETEA-LU to provide transportation in partnership with the welfare to work initiatives around the country. Local match requirement is 50% for operations and 20% for capital purchases. . Funding is allocated to Large Urbanized, Small Urbanized and Rural Areas by formula. The state is designated to select projects in Small Urbanized and Rural areas.
- **New Freedoms Program:** Section 5317 is a new formula program authorized in SAFETEA-LU as a formula program to provide transportation to persons with disabilities that exceed the requirements required in the Americans with Disabilities Act. Local match requirement is 50% for operations and 20% for capital purchases. Funding is allocated to Large Urbanized, Small Urbanized and Rural Areas by formula. The state is designated to select projects in Small Urbanized and Rural areas.
- **Statewide Administration** — 49 U.S.C. 5310, 5311, 5316, and 5317: Funding is reserved from the state allocations by the division to provide program administration and fulfill oversight responsibilities. The state may reserve up to 15% of the 5311 funds and 10% of the 5310, 5316 and 5317 funds. There is no match required for state administration.
- **Flexible Funds:** SAFETEA-LU maintained the flexible funding provisions that allow Surface Transportation Program (STP) funds to be used for highway and transit projects. Funds may be used to develop car pools, van pools, and similar commuter services or to purchase vehicles, facilities and any other capital transit project eligible for assistance under 49 U.S.C. Chapter 53. Funds would be available with a local match rate of 7.34 %.
- **Congestion Mitigation and Air Quality (CMAQ):** CMAQ funds are Federal Highway Administration funds allocated to the state that may be used to fund public transportation projects at the discretion of the Idaho Transportation Board. Funds must be used for new or expanded transit service including capital purchases, transit planning, and transit start-up. The local match is 7.34%.

Project Selection

Project selection is based on the needs identified in the *Statewide Public Transportation Needs Assessment and Benefits Analysis Study*. The study included a series of strategies to maintain current service, enhance or expand existing services, or implement new services to meet unmet needs. The County Profiles identifying needs in each county are reviewed each year.

Division staff reviews each grant application to make sure it meets all the application criteria and all federal requirements. The projects are evaluated to identify the organization that can best provide the services described. Staff develops a regional program of recommended projects for the 5310, 5311 and 5311(f) programs from the responsive applications.

Staff recommends a statewide program of projects to the Public Transportation Advisory Council (PTAC), who then reviews the projects and provides input to the Idaho Transportation Board. The Board reviews and approves the complete program of projects for all Federal Transit Administration programs.

Application Process

Applications for the Urbanized Area Formula Program Grants (5307) are prepared and submitted to Federal Transit Administration by the six urbanized areas in the state. The division develops and submits a statewide application each September for all planning activities (5303 and 5304).

The division develops and submits an application each March for the Nonurbanized Area Formula Program (5311) and the Elderly and People with Disabilities Program (5310). Funds are made available to the providers on April 1st.

FY 2008 Application Time Line for 5310 and 5311 Grant Programs	
January – March 2007	Open grant application period and public meetings.
April – May 2007	Review and evaluation of grant applications by division staff.
May 2007	Idaho Transportation Board Workshop.
July 2007	STIP Public Comment period.
September 2007	Idaho Transportation Board review and approval.
April 2008	State/Local agreements begin - Site visits with grantees to review agreements and reporting requirements.

Public Involvement

All applicants for the Nonurbanized Area Formula Program and the Elderly and Persons with Disabilities Program grant funds must notify the public and ensure they are a part of the process prior to submitting an application for funding to the division.

Applicants must publish legal notices indicating they intend to apply for federal funding and work with the division to provide the opportunity for a public hearing on the proposed project if someone with a significant economic, social, or environmental interest in the project requests a hearing. Public Open Houses are held in each district during the application process to allow public questions and input about proposed projects.

The applicant must provide notification to private and other operators of public transportation services within the service area in order to avoid duplicating services. Notices must be written to give interested parties a fair and timely opportunity to comment. Applicants must also participate in developing local public transportation and human service coordination plans for Section 5310.

The public may also provide comments about current Rural Public Transportation providers and projects that will likely receive continued funding during the draft STIP 30-day review process each July.

Statewide Rideshare Program

The division provides management of projects providing funding to rideshare programs around the state. The division also manages the Statewide Rideshare Program where funds are available to local governments for developing commuter services in Idaho communities to support economic development and jobs. Statewide Rideshare Program applications are accepted each spring for new projects. Applications are reviewed by division staff and projects are funded on a year-by-year basis. Emphasis is on expanding services or projects in established programs or helping start programs in new areas. The division is currently exploring opportunities for partnerships in this program.

Reference Materials

- *Idaho Statewide Public Transportation Needs Assessment and Benefits Analysis Study*
- Program Information Guide
- Grant Application for Section 5310 Elderly and Persons with Disabilities Program
- Grant Application for Section 5311 Rural Transportation Program
- Grant Application for Section 5311(f) Intercity Bus Program

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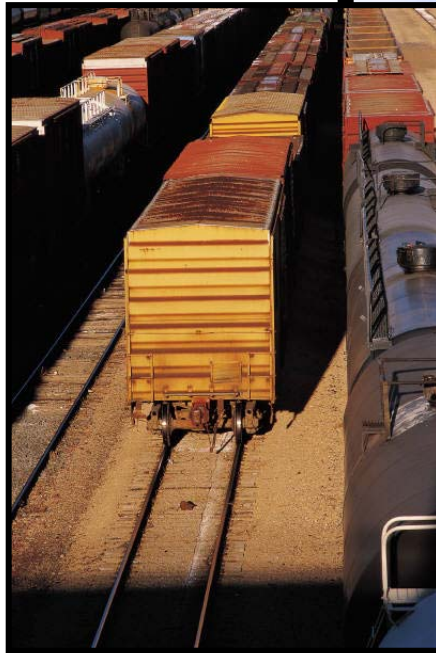
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Rail

Description of the Mode

The railroads in Idaho operate 1,634 track miles in the state, including main lines, secondary main lines, branch lines, and short lines. The state is served by two major long-haul railroads, the Union Pacific Railroad and the BNSF Railway, which provide connections to points in the United States, Canada, and Mexico. The state also has one regional railroad, as well as six short line railroads that act as feeders to the major railroads.

The railroads are an important part of Idaho's transportation system and economy. Idaho's railroads originate over 11 million tons of freight traffic annually. Farm products are the top commodity originated, accounting for approximately 3 million tons. Other top commodities originated by Idaho railroads are lumber and wood products, food products, chemicals and nonmetallic minerals. Idaho railroads also terminate over 9 million tons of freight annually, including farm and food products, nonmetallic minerals and chemicals.

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program is to assist in the preservation of essential rail lines through state rail planning and use of the newly enacted Idaho Rural Economic Development and Integrated Freight Transportation Program, or other eligible programs that may become available.

Determination of Needs

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the rail planning process. Priority is given to branch lines that could be abandoned or have service reductions because of poor track conditions. The rail planning process benefits shippers, railroads, communities and local officials who have a stake in preserving essential local rail freight service and jobs in the community.

Funding

The Idaho Rail Preservation Program (IC Section 49-29), a state rail program similar to LRFA, was enacted in 2001, but funds were not provided under the program from 2002-2006. IC Section 49-29 was amended by the 2006 Idaho Legislature to create the Idaho Rural Economic Development and Integrated Freight Transportation Program. ITD is charged with conducting the planning for this program, but the administration of the program was given to the Idaho Department of Commerce and Labor with guidance from an Interagency Working Group. The Legislature appropriated \$5 million for the program.

Project Selection

Administrative Rules and Procedures for project selection under the Rural Economic Development and Integrated Freight Transportation Program have not yet been developed. No rail rehabilitation projects are listed in the FY 2007 Statewide Transportation Improvement Program.

Application Process

Not available, see above.

Reference Materials

- *Idaho State Rail Plan* and Updates/Amendments
- Federal regulations pertaining to the Local Rail Freight Assistance Program
- Idaho Code Section 49-29, Idaho Rural Economic Development and Integrated Freight Transportation Program Report to the 2001 Idaho State Legislature by the Rail Transportation Advisory Group in response to HCR17.

Bureau of Indian Affairs



Eligible Activities

Activities eligible for transportation planning funding under the Indian Reservation Roads (IRR) Program include, but are not limited to, the following:

- The transportation planning activities.
- Tribal representation at transportation planning meetings, conferences, and seminars.
- Preparation of applications for funds from other transportation funding sources.
- Planning related activities for other modes such as mass transit, air, etc., and intermodal connections.
- Development of a control schedule for the implementation of the IRR projects in the tribal TIP.
- Acquisition (rental or purchase) of equipment necessary to perform ongoing transportation planning.
- Development of rural addressing and street maps.
- Preparation of documents to nominate routes, or segments of routes for State and/or National Scenic Byways designation.
- Employment of a transportation planner to perform eligible transportation planning activities.
- Researching right-of-way records for transportation planning purposes.

Other eligible activities identified in a proposal that is mutually agreeable to the Indian Tribal Government and the Secretary of the Interior.

Funding

Below outlines the funding that is available for Indian Reservations from the Bureau of Indian Affairs:

- Indian Reservation Roads (IRR) Transportation Planning Funds - Funding is available to Indian Tribal Governments for transportation planning on Indian lands. This is authorized by Title 23, U.S.C, Section 204(j), which states ". . . up to 2 percent of funds made available for IRR for each fiscal year shall be allocated to those Indian Tribal Governments applying for transportation planning pursuant to the provisions of the Indian Self-Determination And Education Assistance Act" (P.L. 93-638, as amended).

- **IRR Program Funds** – These are funds allocated to the BIA area offices for the construction and improvement of roads, bridges, and transit facilities leading to, and within, Indian reservations or other Indian lands. An Indian Tribal Government may use up to 100 percent of their share of these funds, for transportation planning activities outlined in this chapter and chapter 4 through the establishment of a transportation planning project on the IRR Transportation Improvement Program (TIP). A proposal for the use of IRR Program funds for transportation planning should be submitted in advance of the fiscal year (FY) for which the funds are being requested, in accordance with the deadline established for the inclusion of projects in the area office's IRR TIP. Any IRR Program funds set-aside by the BIA, Division of Transportation (BIADOT) for transportation planning purposes shall be available for contracting/compacting under the provision of Indian Self-Determination and Education Assistance Act (P.L. 93-638 as amended).

Funding Allocation

The IRR transportation planning funds are allocated to the BIA area offices, by the BIADOT, based on relative need, following the approval of the IRR TIP. No deductions are allowed from the allocated amounts by the area/agency offices.

The IRR transportation planning funds are allocated to Indian Tribal Governments based on relative need, and distributed through the following funding mechanisms:

1. Self-Governance compacts
2. Indian Self-Determination contracts
3. Travel Authorizations (TAs) for Direct Service Tribes

Upon consultation with Indian Tribal Governments within the area, IRR transportation planning funds, not obligated or used by August 1 of each FY, may be reprogrammed by the area office for use on projects contained in the current IRR TIP, identified by the Indian Tribal Governments.

Application Process

At the beginning of the FY, the BIADOT issues contract authority for the allocation of IRR transportation planning funds to Indian Tribal Governments. Within 10 calendar days of receipt of this contract authority, the area office notifies all Indian Tribal Governments of available funding. Once available, Indian Tribal Governments may obtain these funds through one of the following funding mechanisms:

1. Self-Governance Compacts

Indian Tribal Governments operating under Self-Governance compacts are funded through an Annual Funding Agreement (AFA). In general, most AFAs are negotiated prior to the start of the FY so as to have an effective start date of October 1. In order to obtain IRR transportation planning funds, each AFA shall be negotiated in accordance with 23 U.S.C, sections 202(d), 204(a), 204(j), and Public Law 93-638 as amended, and approved by the Secretary of the Interior.

The criteria within the AFA must include a transportation planning line item, estimated funding, and a negotiated portion of or at minimum the following services to be provided: "Conduct transportation planning activities and/or develop a tribal TIP and select projects for proposed funding."

Self-Governance tribes intending to include transportation planning in their compact, should notify the Secretary of the Interior of intent to negotiate an amendment to the AFA.

Upon execution of the AFA and the Secretary of Interior's receipt of funding, the Indian Tribal Government is authorized to carry out transportation planning activities utilizing IRR transportation planning funds. The Secretary of the Interior shall directly transfer to the compacted tribe its share of IRR transportation planning funds within 10 days of receipt.

2. P.L. 93-638 Contracts

Proposals for transportation planning contracts shall be submitted and negotiated in accordance with 23 U.S.C., Sections 202(d), 204(a), 204 (j), and P.L. 93-638 as amended, and approved by the Secretary of the Interior.

The contract must include a funding amount, and at minimum the following services, or a portion thereof, to be provided: "Conduct transportation planning activities and/or develop a tribal TIP and select projects for proposed funding."

Indian Tribal Governments with transportation planning contracts that are mature may request direct transfer of funds from the Secretary of Interior. Upon the Secretary of the Interior's receipt of funding, the Indian Tribal Governments with direct transfer are authorized to carry out transportation planning activities utilizing IRR transportation planning funds. The Secretary of the Interior shall directly transfer the tribes' share of IRR transportation planning funds within 10 days of receipt.

3. TAs (Direct Service Tribes)

This mechanism applies to Indian Tribal Governments that do not have a transportation planning contract or compact with the BIA and would like to attend transportation planning meetings, conferences, or seminars.

Requests for a TA to send a (tribal) representative to a transportation planning meeting, conference, or seminar are to be submitted, in writing, to the Area/Agency Road Engineer. Requests can be made by completing and submitting a "Travel Authorization Request" form. Tribes are encouraged to submit requests 2 weeks in advance of the meeting date in order to allow sufficient time for processing. Requests received after the starting date of the meeting, conference, or seminar will not be accepted. A fax transmission of the "Travel Authorization Request" form is acceptable. (See example page 21.)

Requests will be reviewed for completeness and eligibility. Notification of an ineligible request will be provided to the Indian Tribal Government by telephone or in writing within 3 working days from the receipt of the request.

Upon approval of the request, a TA will be sent by the area/agency office to the designated traveler. The traveler is responsible for making airline reservations and purchasing tickets for air travel. Government rates are to be requested when making airline reservations. The reimbursement of airfare will be for economy class only.

The traveler will be reimbursed for registration fees (if applicable) and all allowable travel expenses associated with attending the meeting, conference, or seminar. Reimbursement of travel and lodging costs will be in accordance with the current Government per diem rate for the locale in which the meeting, conference, or seminar is held.

The prompt submission of a reimbursement request will ensure prompt payment. The reimbursement request must include all receipts (hotel, event registration, airline ticket, etc.). No receipts are required for food. The dates and times of initiation and completion of travel are needed to complete a travel voucher. Reimbursement of Privately Owned Vehicle mileage will be based on actual miles to and from destination (airport or event location).

IRR Transportation Improvement Program

This portion of the STIP contains the Transportation Improvement Program for Indian Reservation Roads for Fiscal Years 2006-2008 for direct service tribes in Idaho.

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Direct Service Tribes

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Region: Northwest

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 – 2008	
00100	BINGHAM	FHIR, NAGITSY BRIDGE-P415	BRIDGE	PE	\$100	\$100	\$100	\$300
0091	FORT HALL	106	P0400100	CE	\$0	\$0	\$0	\$0
P415	FORT HALL			CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
00200	BANNOCK	BIG JIMMY CRK BRIDGE P402	BRIDGE	PE	\$100	\$100	\$100	\$300
0068	FORT HALL	50	P0400200	CE	\$0	\$0	\$0	\$0
P402	FORT HALL			CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
02000	POWER	FHIR 14() SANDY RD	NEWCON	PE	\$100	\$100	\$100	\$300
0014	FORT HALL	.7	P0402000	CE	\$0	\$0	\$0	\$0
	FORT HALL			CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
02100	BINGHAM	FHIR 89 PHILBIN RD (ARI/WITE)	RECONS	PE	\$0	\$355,000	\$0	\$355,000
0089	FORT HALL	1.5	P0402100	CE	\$0	\$21,300	\$0	\$21,300
	FORT HALL			CON	\$0	\$0	\$0	\$0
					\$0	\$376,300	\$0	\$376,300
02200	BINGHAM	FHIR 15, LITTLE INDIAN ROAD	RECONS	PE	\$263,916	\$58,600	\$0	\$322,516
0015	FORT HALL	4.9	P0402200	CE	\$47,057	\$72,000	\$10,000	\$129,057
	FORT HALL			CON	\$0	\$180,000	\$300,000	\$480,000
					\$310,973	\$310,600	\$310,000	\$931,573

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 -- 2008	
09000	BINGHAM	ROAD 182 - SAFETY FH TURNOUT	SAFETY	PE	\$0	\$0	\$0	\$0
0182	FORT HALL			CE	\$0	\$0	\$0	\$0
	FORT HALL	.1	P0409000	CON	\$0	\$0	\$1,000	\$1,000
					\$0	\$0	\$1,000	\$1,000
09900	CARIBOU	180 FORT HALL TURNOUT	SAFETY	PE	\$0	\$0	\$0	\$0
1605	FORT HALL	4		CE	\$0	\$0	\$0	\$0
	FORT HALL		P0409900	CON	\$0	\$0	\$1,000	\$1,000
					\$0	\$0	\$1,000	\$1,000
10100	BINGHAM	FHIR, JUST BRIDGE P416	BRIDGE	PE	\$100	\$100	\$100	\$300
0015	FORT HALL	60		CE	\$0	\$0	\$0	\$0
P416	FORT HALL		P0410100	CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
20400	BINGHAM	TRANSIT STUDY FT HALL	TRANSIT	PE	\$0	\$0	\$0	\$0
	FORT HALL			CE	\$0	\$0	\$0	\$0
	FORT HALL		P0420400	CON	\$2,000	\$2,000	\$2,000	\$6,000
					\$2,000	\$2,000	\$2,000	\$6,000
30200	BINGHAM	FHIR 24(I) ROSS FORK RD	RECONS	PE	\$76,000	\$0	\$0	\$76,000
0024	FORT HALL	.9		CE	\$33,000	\$33,000	\$0	\$66,000
	FORT HALL		P0430200	CON	\$151,347	\$227,000	\$259,000	\$637,347
					\$260,347	\$260,000	\$259,000	\$779,347

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 – 2008	
70200 0070	BINGHAM FORT HALL FORT HALL	FHIR 70(2), AGENCY RD & XING 3	RECONS P0470200	PE	\$100	\$100	\$100	\$300
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
90100 0062	BINGHAM FORT HALL FORT HALL	FHIR 62, BENCH/MARSHALL ROAD 7.2	RECONS P0490100	PE	\$0	\$0	\$0	\$0
				CE	\$44,325	\$0	\$15,000	\$59,325
				CON	\$855,000	\$900,000	\$885,000	\$2,640,000
					\$899,325	\$900,000	\$900,000	\$2,699,325
90500 0089	BINGHAM FORT HALL FORT HALL	FHIR 89, ARIWITE RD 1	RECONS P0490500	PE	\$100	\$100	\$100	\$300
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
RM180	BANNOCK FORT HALL FORT HALL	ROAD MAINTENANCE 23 USC 204(C)	PLANING P04RM180	PE	\$100,000	\$100,000	\$100,000	\$300,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$100,000	\$100,000	\$100,000	\$300,000
00200	BENEWAH NORTHERN IDAHO COEUR D'ALENE	ADMIN CAP BLDG-ACB	PLANING P0600200	PE	\$1,000	\$1,000	\$1,000	\$3,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 -- 2008	
09700	KOOTENAI	181 COEUR D'ALENE	SAFETY	PE	\$0	\$0	\$0	\$0
0222	NORTHERN IDAHO	.7	P0509700	CE	\$200	\$200	\$200	\$600
	COEUR D'ALENE			CON	\$2,200	\$2,300	\$2,300	\$6,800
					\$2,400	\$2,500	\$2,500	\$7,400
20100	KOOTENAI	CDIR 167, OSPREY ROAD	NEWCON	PE	\$138,930	\$138,930	\$0	\$277,860
0167	NORTHERN IDAHO	.2	P0520100	CE	\$0	\$0	\$0	\$0
	COEUR D'ALENE			CON	\$92,621	\$92,620	\$231,500	\$416,741
					\$231,551	\$231,550	\$231,500	\$694,601
42500	KOOTENAI	CDIR AGENCY RD	RECONS	PE	\$0	\$0	\$0	\$0
0011	NORTHERN IDAHO	6.2	P0542500	CE	\$0	\$0	\$0	\$0
	COEUR D'ALENE			CON	\$0	\$0	\$1,000	\$1,000
					\$0	\$0	\$1,000	\$1,000
53500	KOOTENAI	LOVELL VALLEY RD	RECONS	PE	\$0	\$0	\$0	\$0
0032	NORTHERN IDAHO	8.9	P0553500	CE	\$0	\$0	\$0	\$0
	COEUR D'ALENE			CON	\$100	\$110	\$110	\$320
					\$100	\$110	\$110	\$320
00300	CLEARWATER	ADMIN CAP BLDG-ACB	PLANING	PE	\$1,000	\$1,000	\$1,000	\$3,000
	NORTHERN IDAHO		P0500300	CE	\$0	\$0	\$0	\$0
	NEZ PERCE			CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 – 2008	
08000	NEZ PERCE	VARIOUS SITES	SEALING	PE	\$5,000	\$0	\$0	\$5,000
0013	NORTHERN IDAHO	12.2	P0508000	CE	\$0	\$0	\$0	\$0
	NEZ PERCE			CON	\$5,000	\$10,000	\$10,000	\$25,000
					\$10,000	\$10,000	\$10,000	\$30,000
09800	NEZ PERCE	182 NEZ PERCE	SAFETY	PE	\$0	\$0	\$0	\$0
4783	NORTHERN IDAHO	1.1	P0509800	CE	\$200	\$200	\$2,500	\$2,900
	NEZ PERCE			CON	\$2,300	\$2,300	\$0	\$4,600
					\$2,500	\$2,500	\$2,500	\$7,500
20200	CLEARWATER	NPIR 12 AT WAY EGRESS	RECONS	PE	\$76,000	\$0	\$0	\$76,000
0012	NORTHERN IDAHO	28.2	P0520200	CE	\$2,000	\$8,000	\$8,000	\$18,000
	NEZ PERCE			CON	\$59,886	\$130,000	\$130,000	\$319,886
					\$137,886	\$138,000	\$138,000	\$413,886
20300	CLEARWATER	NPIR 12(1), SWEETWATER TURN LANE	RECONS	PE	\$1,000	\$0	\$0	\$1,000
0012	NORTHERN IDAHO	17.4	P0520300	CE	\$500	\$0	\$0	\$500
	NEZ PERCE			CON	\$4,000	\$5,500	\$5,500	\$15,000
					\$5,500	\$5,500	\$5,500	\$16,500
00400	BOUNDARY	ADMIN CAP BLDG-ACB	PLANING	PE	\$1,000	\$1,000	\$1,000	\$3,000
	NORTHERN IDAHO		P0500400	CE	\$0	\$0	\$0	\$0
	KOOTENAI			CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 – 2008	
03900 0038	BOUNDARY NORTHERN IDAHO KOOTENAI	KTIR 38(), MISSION RD 1.1	NEWCON P0503900	PE	\$19,560	\$19,560	\$19,560	\$58,680
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$19,560	\$19,560	\$19,560	\$58,680
04000 4003	BOUNDARY NORTHERN IDAHO KOOTENAI	KTIR 4003, .1	RECONS P0504000	PE	\$6,500	\$6,500	\$0	\$13,000
				CE	\$0	\$0	\$0	\$0
				CON	\$500	\$1,000	\$7,500	\$9,000
					\$7,000	\$7,500	\$7,500	\$22,000
04200 1002	BOUNDARY NORTHERN IDAHO KOOTENAI	KTIR 1002,4 G'S CHIP SEAL 15.4	SEALING P0504200	PE	\$0	\$0	\$0	\$0
				CE	\$1,000	\$1,000	\$1,000	\$3,000
				CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000
04300 2765	BOUNDARY NORTHERN IDAHO KOOTENAI	KTIR 2765,FRONTIER VILL 1.1	RECONS P0504300	PE	\$0	\$0	\$0	\$0
				CE	\$1,000	\$1,000	\$1,000	\$3,000
				CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000
04500 1085	BOUNDARY NORTHERN IDAHO KOOTENAI	KTIR 1085, SR 95 CASINO 30.3	RECONS P0504500	PE	\$0	\$0	\$0	\$0
				CE	\$1,000	\$1,000	\$1,000	\$3,000
				CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000

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Project Id Route No(s) Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2006	FY2007	FY2008	FY2006 – 2008	
04600	BOUNDARY	KTIR 4005, WEST END RD	NEWCON	PE	\$100	\$100	\$100	\$300
4005	NORTHERN IDAHO	.1	P0504600	CE	\$0	\$0	\$0	\$0
	KOOTENAI			CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
04700	BOUNDARY	KTIR 4004, PEDESTRIAN HATHRY	WALKWY	PE	\$100	\$100	\$100	\$300
4004	NORTHERN IDAHO	.2	P0504700	CE	\$0	\$0	\$0	\$0
	KOOTENAI			CON	\$0	\$0	\$0	\$0
					\$100	\$100	\$100	\$300
09900	BOUNDARY	183 KOOTENAI	SAFETY	PE	\$0	\$0	\$0	\$0
5018	NORTHERN IDAHO	1.1	P0509900	CE	\$200	\$0	\$0	\$200
	KOOTENAI			CON	\$2,300	\$2,500	\$2,500	\$7,300
					\$2,500	\$2,500	\$2,500	\$7,500
47100	BOUNDARY	KTIR 102(1) HATCHERY RD	RECONS	PE	\$0	\$0	\$0	\$0
0102	NORTHERN IDAHO	.3	P0547100	CE	\$1,000	\$1,000	\$1,000	\$3,000
	KOOTENAI			CON	\$0	\$0	\$0	\$0
					\$1,000	\$1,000	\$1,000	\$3,000
50000	BOUNDARY	RESERVATION SAFETY	SAFETY	PE	\$100	\$100	\$0	\$200
0101	NORTHERN IDAHO	.6	P0660000	CE	\$200	\$200	\$300	\$700
	KOOTENAI			CON	\$0	\$0	\$0	\$0
					\$300	\$300	\$300	\$900
State Totals:					\$1,999,742	\$2,376,720	\$2,001,770	\$6,378,232

For more information contact:

Phil Choate

Transportation Planner

Division of Transportation Planning & Programming

Phone: (208) 334-8296

FAX: (208) 334-4432

phil.choate@itd.idaho.gov

<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

*Traffic on Eagle Road in the Treasure
Valley can become quite congested.*

Congestion Mitigation & Air Quality



The Idaho Transportation Department's Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that provides federal transportation funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. Idaho's CMAQ projects should demonstrate the highest potential for preventing or relieving a community's particular air quality problem. Planning activities can also be funded to develop a strategic plan that identifies additional projects and programs designed to reduce a community's transportation-related air quality problems.

The CMAQ Program was created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continues under the current authority found in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU) through fiscal year 2009. In Idaho, by federal law, the CMAQ funds can be used for CMAQ projects or for regular highway projects.

Determination of Needs

CMAQ funding is available throughout all areas of the state which have transportation-related air-quality problems. Needs are determined by local governments, who work with the Idaho Transportation Department, the Idaho Department of Environmental Quality, and the Local Highway Technical Assistance Council to identify solutions to transportation-related air-quality problems.

CMAQ projects fall into two categories: construction and non-construction. The non-construction category is further broken out into transit-related projects and all others. Construction projects may include: road surfacing and construction; bicycle and pedestrian route construction; and traffic flow improvements, Intelligent Transportation Systems, and intermodal facilities with construction components. Non-construction projects may include: dust control and prevention; transit; conversion of public fleets to alternative fuels; traffic flow improvements and Intelligent Transportation Systems planning; special studies; and alternative transportation education, promotion, and outreach efforts.

Funding

Under Idaho Transportation Board policy, Idaho's CMAQ program dedicates annual funding within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. The final amount funded each year depends on cost-effectiveness and air quality benefits of the submitted projects. Local match requirements have been reduced to 7.34 percent of the total project cost to increase funding availability. Project funding is always based on the availability of federal-aid CMAQ funding.

The CMAQ projects are funded through cost reimbursement. Project sponsors must have sufficient cash available to develop projects prior to their submittal for reimbursement. Previously incurred costs for a project are not eligible for reimbursement or as match. Projects must be proposed and implemented by sponsors that are local, state, tribal, or federal government agencies. A sponsoring agency must have responsibility and legal authority to provide required matching funds, complete the project, and provide maintenance upon completion.

Project Selection

CMAQ projects are evaluated and ranked using general air quality and specific project criteria. General criteria for determining whether an area qualifies to apply for CMAQ funding are specified in ITD Administrative Policy A-11-05. Air quality analysis for projects must address both qualitative and quantitative components. Additionally, Idaho Transportation Board Policy B-11-05 requires uniform statewide comparison of projects for cost-effectiveness. Cost-effectiveness is determined by applicants using an equation to compute cost compared to emissions reductions.

Preference in funding is given to CMAQ projects that:

- Are measures, plans, and programs which either are, or have been developed as part of the ***Plan for the Control of Air Pollution in the State of Idaho***;
- Are designed for areas that are nonattainment for any criteria air quality pollutant or have the potential to be an air quality problem area in the near future;
- Have been reviewed by and coordinated through the local IDEQ regional office, including endorsements, as may be appropriate; and
- Are projects from a comprehensive, transportation and/or capital improvement plan.

Projects are ranked by the CMAQ Technical Review Committee according to a matrix of factors, which are taken from Idaho Transportation Board Policy B-11-05, ITD Administrative Policy A-11-05, and the CMAQ Program Technical Analysis Protocol. This matrix is available as part of the program application package.

Application Process

A Letter of Interest Notice announcing the next application period is mailed out in early November to the following organizations in Idaho: Metropolitan Planning Organizations, Cities, Counties, Local Highway Jurisdictions, Public Transportation Providers, Tribes, the

Local Highway Technical Assistance Council, and the Idaho Department of Environmental Quality. Application packages can be downloaded from the Internet at: <http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

Project application packages can also be obtained by submitting a written letter of interest by mail, facsimile, or electronic mail to the program contact identified above.

The application packet includes application forms, electronic spreadsheets, program guidance and policies, and a list of resource contacts for each region of the state of Idaho. ITD district offices conduct public outreach meetings in October and November to assist potential sponsors with the preparation of applications. Sponsors must first submit applications to the Idaho Department of Environmental Quality in December. Projects within metropolitan planning organization (MPO) areas must be submitted to the MPOs in January. Applications are due into ITD district offices in January for all non-MPO area projects, while MPO area projects are due to ITD in February.

The CMAQ Technical Review Committee selects a recommended list of projects in April. This committee is made up of local, regional, state and federal transportation and air quality experts. This list of recommended projects is available for public comment as part of the next draft Statewide Transportation Improvement Program, released in late June. The Idaho Transportation Board takes final action on recommended projects at their September meeting. Following federal approval of the program, funds are available for approved projects once adequate obligational authority has been received.

The next request for applications will be in November 2007.

Reference Materials

Further program information is available from the program contact, or on the Internet at:
<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

For more information contact:

Jerry Flatz, P.E.

Federal-Aid Manager

Local Highway Technical Assistance Council

Phone: (208) 344-0565

Toll Free: 1-800-259-6841

FAX: (208) 344-0789

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www.lhtac.org



Local Federal-Aid Incentive



Description of the Program

The Local Federal-Aid Incentive Program is for Local Highway Jurisdictions (cities, counties, and highway districts) in Idaho. Each year Local Highway Jurisdictions submit project proposals to the Local Highway Technical Assistance Council (LHTAC). The LHTAC staff and council scores each application, then the applications are prioritized and the top projects under available funding limits are recommended to the Idaho Transportation Board for inclusion in the draft STIP.

Funding

The Local Federal-Aid Incentive Program is funded from the Federal Highway Administration's Surface Transportation Program (STP). The Idaho Transportation Board suballocates \$10 million in each funding program—STP-Urban and STP-Rural, ensuring that funding is available to both local rural and urban jurisdictions. The STP-Urban funds are designated for cities and urban areas with a population of 5,000 and over (population numbers are determined by an official U.S. census). By population a percentage of the STP-Urban funds are available to the metropolitan planning organizations; the remainder is available under the Local Federal-Aid Incentive Program. The STP-Rural funds are designated for counties, highway districts, and cities with a population under 5,000.

Project Selection

Local Highway Jurisdictions identify desired projects and submit them to LHTAC on an annual basis. In addition to the criteria applicable to any STP project (i.e. matching funds, road classification, etc.) projects are scored according to criteria that emphasize multi-jurisdictional transportation planning, transportation and land-use planning, capital improvement plans, and road management programs. Jurisdictions that have not developed a transportation plan can submit a transportation-planning project.

Application Process

Applications forms are sent to all Local Highway Jurisdictions in the fall of each year. The applications are due around the first of March. The applications are scored and prioritized and then recommended by the LHTAC Council to the Idaho Transportation Board in May. The projects are included in the Statewide Transportation Improvement Program (STIP) public comment draft, which undergoes a 30-day comment period beginning the first week of July. In September, the Idaho Transportation Board approves the STIP for submittal to the Federal Highway Administration and Federal Transit Administration. Federal approval of the STIP usually occurs in November. Project development may begin once a State / Local Agreement is executed and funds for preliminary engineering are scheduled.

Reference Materials

- Guidelines for Local Public Agency Projects (ITD)
- Local Federal-Aid Incentive Program Project Identification Packet (LHTAC)
- (Available on the web at www.lhtac.org)

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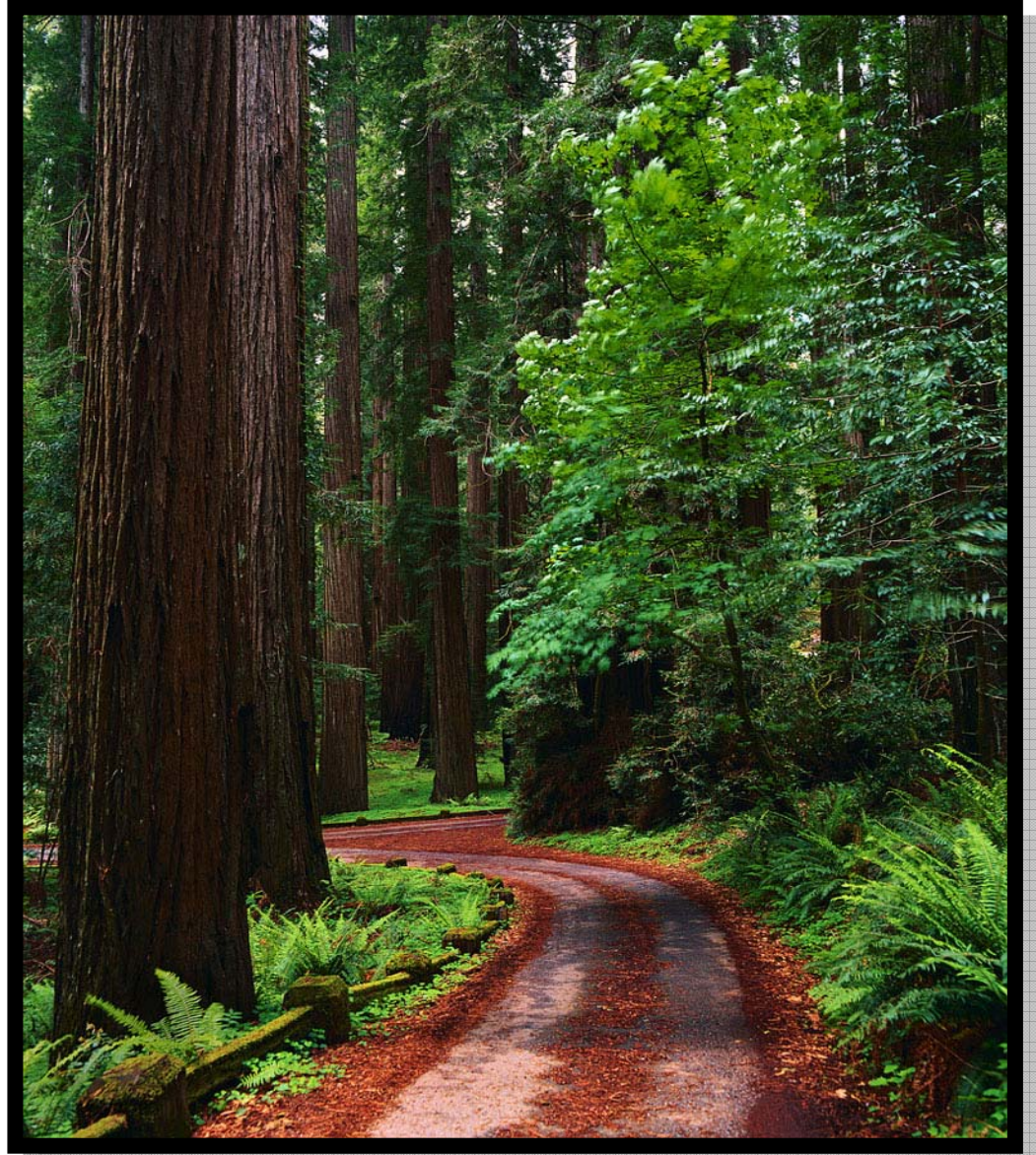
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Federal Lands Highways



Description of the Program

The Federal Lands Highways Program (FLHP) provides funding for a coordinated program of public roads and transit facilities serving federal and Indian lands. Included in the funding subcategories are Park Road & Parkways, Indian Reservation Roads, Public Lands Highways (both discretionary and Forest Highway), and Refuge Roads. Federal agencies participating in this program are the Federal Lands Highway Divisions, Bureau of Land Management, the U.S. Forest Services, the U.S. Park Service, and the Bureau of Indian Affairs. The STIP provides project information on the Forest Highway, Public Lands Discretionary and the Indian Reservation Roads Programs.

Determination of Needs

Projects are developed based on needs and program requirements established by the various federal agencies. In the Forest Highway Program a tri-agency working group consisting of the Idaho Transportation Department, U.S. Forest Service and the Western Federal Lands Highway Division of the Federal Highway Administration determine project need. Under the Indian Reservation Program funding is distributed to tribes based on an agreed-upon distribution formula and is used to maintain and reconstruct Indian reservation roads and bridges. None of these programs are administered by the Idaho Transportation Department.

Funding

Under the 1998 Transportation Equity Act for the 21st Century each of the federal programs receives an annual distribution of funds.

- Within Idaho, approximately \$13 million is allocated for forest highway road projects in the Forest Highway Program
- Nationally, approximately \$70-75 million is allocated to the Public Lands Discretionary Program annually either through congressional earmarks or through a national competitive process.
- Nationally, approximately \$275 million is distributed annually to Tribes through a formula allocation.
- Nationally, approximately \$165 million is distributed annually to Park Roads and Refuge Roads receives approximately \$20 million.

Project Selection

Forest Highway Program: The tri-agency working group nominates projects for placement in the Forest Highway Program. Project selection is based on factors such as use for management of the forest, importance, and condition. Roads must be designated as a forest highway serving the national forest. Designated roads can be local, state, or federal roads.

Public Lands Discretionary Program: Project selection is at the national level. Projects must be submitted through the state transportation agency and prioritized if more than one project is submitted. Generally the RFP comes out in April and proposed projects are due into the Idaho Transportation Department by the end of May for submittal to the Federal Highway Administration sometime in June. States such as Idaho, with extensive public lands, are provided some preference in the selection process. Check the website below for more information on this program. Recently the U.S. Congress has directed the use of much of these funds through legislative earmarks.

Indian Reservation Road Program: Project selection is through the Bureau of Indian Affairs and the tribes based on the allocation formulas, project readiness, and need. (See section on Bureau of Indian Affairs).

Reference Materials

- Transportation Equity Act for the 21st Century
- For Public Lands Discretionary: <http://www.fhwa.dot.gov/discretionary/plhcurrsla3.htm>
- For Indian Reservation Roads: <http://www.fhwa.dot.gov/flh/reports/indian/intro.htm>

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Highway Safety

Description of the Program

The Office of Highway Operations and Safety, (OHOS), administers the federal Highway Safety Grant Program, which is funded by formula through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor-vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding at the state and community level for a highway safety program to address Idaho's own unique circumstances and particular highway safety needs.

Determination of Needs

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions.

In the fall of 2005, OHS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FY 2007-2009. In accordance with federal requirements, one element of the plan was to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's, (NHTSA), eight highway safety priority areas. These program areas were determined by NHTSA to be the most effective in reducing motor-vehicle collisions, injuries, and deaths. Consideration for other potential traffic safety problem areas came from problems noted by ITSC members, OHS staff, and by researching issues from other states.

Comparison data was developed, where possible, on costs of collisions, the number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Collision database on helmet use for motorcycles and bicycles, child safety restraint use, seat belt use, and from available violation, license suspension, and arrest information.

Ultimately, Idaho's most critical driver behavior problems were identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, the presence of existing countermeasures, and other supportable conclusions drawn from the traffic safety problem identification process.

Funding

In October 2005, the Idaho Traffic Safety Commission (ITSC) voted to accept the FY 2007-2009 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. These are:

Focus Area	Target Funding Range
Safety-Restraint Use	18-25%
Impaired Drivers	18-25%
Aggressive Driving	18-25%
Youthful Drivers	8-20%
Roadway Safety/Traffic Records	5-15%
Bicycle and Pedestrian Safety	0-5%
Emergency Medical Services	5-10%
Other	0-10%

Each October, the ITSC reviews the identified focus areas, goals, and funding ranges. Adjustments for the coming year, as warranted and supported by data analysis, are made at that time. Progress toward achieving goals is presented and reviewed by the ITSC each October.

Project Development

The annual project selection and development process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP) is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by the end of February.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OHS develops priority and funding recommendations using evaluation criteria that assesses each project's potential to:

- Make a reduction in traffic collisions,
- Reduce the severity of traffic collision injuries,

- Improve the operation of an important traffic safety system,
- Fit in as part of an integrated communitywide collision-reduction project, and
- Increase the coordination of efforts between several traffic safety agencies.

Funding recommendations are incorporated into the draft Statewide Transportation Improvement Program (STIP) and presented to the ITSC each June. Final project adjustments are made after a 30-day public comment period is complete. The Idaho Transportation Board approves the Highway Safety Plan in August.

Reference Materials

- Highway Safety Plan FY 2007 - 2009
- Federal regulations pertaining to State Highway Safety Plans

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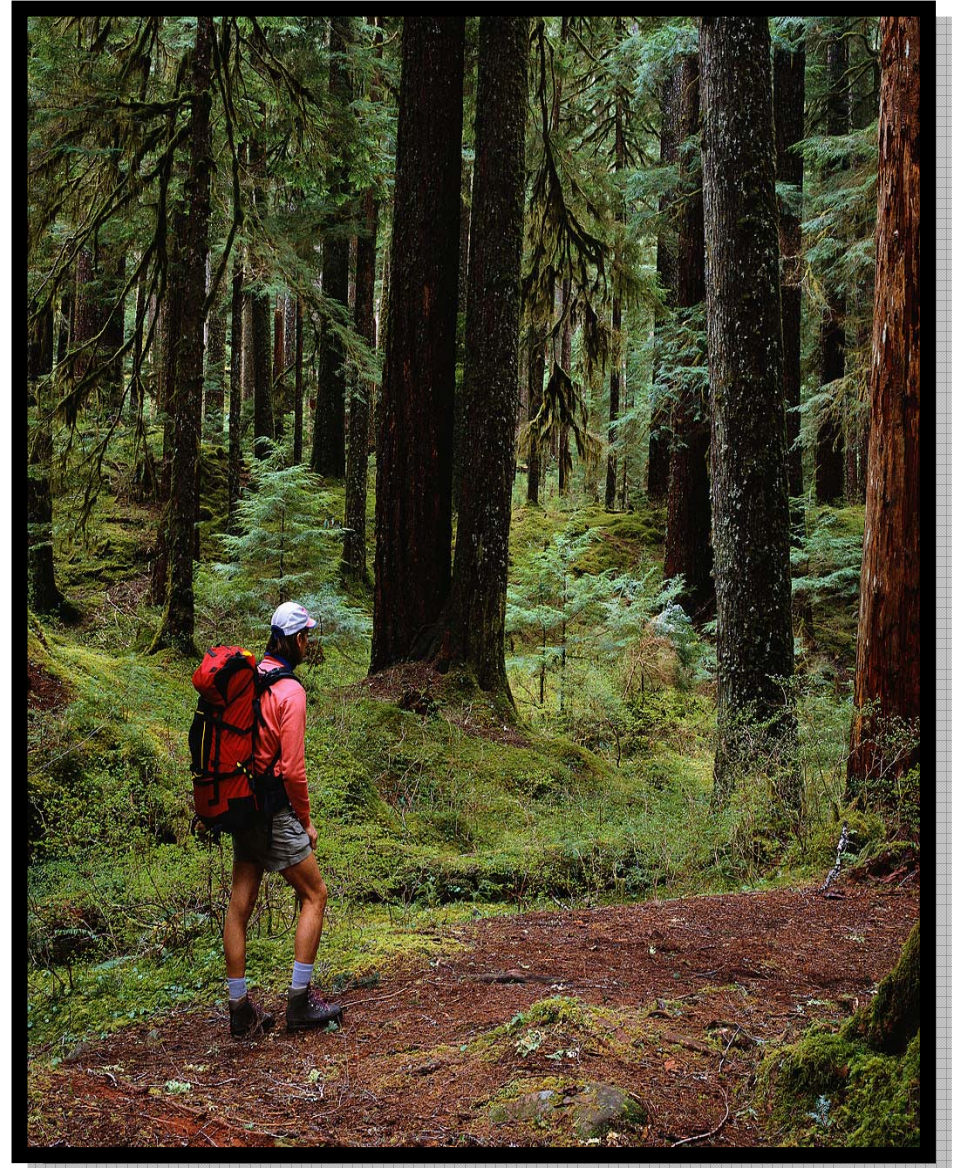
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Recreational Trails



Description of the Program

The Recreational Trails Program of 1998 establishes a program for allocating funds to the states for recreational trails and trail-related projects. The program is administered by the federal Department of Transportation, Federal Highway Administration (FHWA), in consultation with the Department of Interior. Projects must be from trail plans included or referenced in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). The Idaho Department of Parks and Recreation (IDPR) manages this program in Idaho for FHWA.

Permissible uses of the funds are:

- Maintenance and restoration of existing recreational trails; and/or
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; and/or
- Purchase and lease of recreational trail construction and maintenance equipment; and/or
- Construction of new recreational trails (with restrictions for new trails on federal lands). Environmental mitigation projects are given priority consideration.

For states to remain eligible to receive funds,

- (1) the Governor of the state must designate the state agency (or agencies) that is responsible for administering apportionments made to the state; and
- (2) the state shall establish a state recreational trail advisory committee that represents both motorized and non-motorized recreational trail users, which shall meet not less than one per fiscal year.

The state of Idaho already fulfilled these requirements. The Idaho Department of Parks and Recreation is responsible for the administration of the Recreational Trails Program and the department has established a Recreational Trails Advisory Committee that includes both motorized and non-motorized recreational trail user.

Determination of Needs

At least 30% of the funds that Idaho receives annually must be reserved for uses relating to motorized recreation. Another 30% of funds received must be reserved for uses relating to non-motorized recreation. The remaining 40% gives preference to project proposals with the greatest number of compatible recreational purposes or that provide for innovative recreational trails and corridor sharing by motorized and non-motorized uses.

Funding

Administrative costs for FHWA are limited to 1.5% nationally to pay for expenses of the Advisory Committee to cover the costs of the Secretary for administration of the National Recreational Trails Advisory Committee (Section 1103(1)).

Funds are allocated to states by:

- (1) 50% equally among all eligible States, and
- (2) 50% proportionately on non-highway recreational fuel use (Section 1103(2)). For 2004, Idaho's apportionment was \$939,222.

States may provide funds as grants to private organizations, city or count governments, or other governmental entities.

Project Selection

After the Idaho Department of Parks and Recreation receives Recreational Trails Program applications and determines which applications are eligible, the Recreational Program Advisory Committee meeting is scheduled (usually in March). This meeting is conducted by the department staff and is an open public meeting.

The committee rates each application on the Priority Rating Form. Staff then tallies the scores to determine the over-all score or ranking of the application. The applications are then presented to the Idaho Parks and Recreation Board in priority of order. Projects are funded according to the priority ranking order. The Idaho Parks and Recreation Board and the Federal Highways Administration provide final project approval.

Application Process

Applications for the Recreational Trails Program are accepted once per year based on the federal fiscal year. The application deadline for the FY2007 (October 1, 2006 – September 30, 2007) program is January 26, 2007. The Idaho Department of Parks and Recreation annually announces the availability of funding at least 60 days prior to the end of the application period.

The application process requires that the applicant submit one original and fifteen (15) copies of the IDPR Grant Application Form 50.4 and any supporting documentation by the submittal deadline.

Reference Materials

- IDPR Idaho Outdoor Recreation Finance Resource Guide
- IDAPA 26 TITLE 01 Chapter 31 26.01.31 – Rules Governing the Administration of Idaho Department of Parks and Recreation Recreational Program Grant Funds.
- Web site: www.idahoparks.org/about/grants.html

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Scenic Byways

Description of the Program

Idaho has had officially designated scenic routes since June of 1977. In 1991 the U.S. Forest Service, the Bureau of Land Management, and the state of Idaho determined to combine the scenic routes and backcountry byways of each agency under one umbrella. The Idaho Transportation Department (ITD) was designated by the Governor as the lead agency responsible for administering the Idaho Scenic Byways Program to meet the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. In March of 1995 the Scenic Byways Advisory Committee was established by an ITD Director's memorandum to coordinate scenic byways nominations, federal grant application requests, and to advise the Idaho Transportation Board on all scenic byways' activities. A year later this committee was established as a permanent body by Idaho Transportation Board Policy B-09-11.

Determination of Needs

The federal Scenic Byways Program serves two functions: (1) to promote the scenic, historic, and backcountry byways of Idaho, and (2) to provide funding for tourist amenities, kiosks, and signs that will assist the traveler on the byways. The statewide brochure Taking the Scenic Route: A guide to Idaho's Scenic Byways as well as individual byway brochures, audio tapes, web-pages, and other informational documents serves the former function. Project requests from local byway groups are submitted annually to serve the latter.

Needs are determined by corridor management plans developed for the byways, or community interest groups' goals in lieu of a corridor management plan. Development of a corridor management plan is encouraged before any other project is initiated on a scenic, historic, or backcountry byway.

Funding

Funding for scenic, historic, or backcountry byways is available through the Federal Highway Administration's (FHWA) Scenic Byways Program. Unlike other special programs that designate, by state, an amount of available funding, the Scenic Byways Program is labeled "discretionary," meaning that all projects nationwide compete equally for funding.

Scenic byway funding requires a 20-percent local match and is a "reimbursement" program; meaning funds must first be expended before reimbursement occurs.

Project Selection

The project must be on a highway or local road designated as a scenic, historic, or backcountry byway. Eligible projects include the following:

- developing and implementing a corridor management plan;
- safety improvements required as a result of byway designation;
- pedestrian / bicyclist facilities;
- rest areas, turnouts, highways shoulder improvements, passing lanes, overlooks, and interpretive facilities; enhancing access to an area for recreational purposes;
- protecting scenic, historic, recreational, cultural, natural, and archeological resources;
- developing and providing tourist information; and
- developing and implementing a byway marketing program.

After ITD receives project applications, the Scenic Byways Advisory Committee reviews them to determine their eligibility. The projects are then prioritized and submitted to the Idaho Transportation Board and are then submitted to the Federal Highway Administration. Scenic Byway grant applications from all across the nation are reviewed by the Department of Transportation in Washington, D.C. Finally, a selection committee in Washington, D.C. decides which projects are funded. Projects approved for funding must be ready to begin after that year.

Application Process

The application process for FY07 funds opens in December 2006. All applications are due to the appropriate ITD district office December 2nd. Specific dates are set on a year-to-year basis. Projects for scenic byway discretionary funding are submitted via an on-line application process at www.bywaysonline.org. The on-line application process follows a user-friendly “fill-in-the-blank” method. A “click of the button” submits it to the Idaho Transportation Department. The Scenic Byway Advisory Committee then reviews and prioritizes the project submittals prior to submitting them to the Idaho Transportation Board and FHWA.

Reference Materials

- www.bywaysonline.org (for national information)
- <http://www.itd.idaho.gov/planning/reports/scenic/byways.html>
- Taking the Scenic Route; a guide to Idaho’s scenic byways <http://www.itd.idaho.gov/byways/index.htm>

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Transportation Enhancement

Description of the Program

The Enhancement Program was created by the Intermodal Surface Efficiency Act of 1991 (ISTEA) and continued in 1998 with the Transportation Equity Act for the 21st Century (TEA-21). The Transportation Enhancement Program is continued under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU). The program funds activities that have not traditionally been included in the design and construction of the transportation system. The funds cannot be used for routine or customary elements of construction and maintenance or for required mitigation. In Idaho the program's stated purpose is "to preserve and create more livable communities where roads blend with and preserve the natural, social, and cultural environment, by using flexible and innovative funding and design features of the enhancement funds." The TEA-21 breaks the program into 12 eligible activities. The Idaho Transportation Department (ITD) groups the activities into three general categories: (1) pedestrian and bicycle, (2) scenic and environmental, and (3) historic.

The next request for proposals will be November 2007 for funding in fiscal year 2011.

Determination of Needs

Projects related to surface transportation will only be considered under the Enhancement Program. Enhancement funds are available only for special or additional activities not normally required on highway or transportation projects. All applications for assistance should begin by answering the question, "What transportation related problem confronts the local community, not otherwise served by other regular transportation related programs, that they need outside financial assistance to address?"

Funding

Under SAFETEA - LU, which will be effective through FY 2009, 10% of a state's Surface Transportation Program (STP) apportionment is set aside to fund the 12 eligible enhancement activities. Project funding is always contingent upon the availability of federal-aid enhancement funding. Idaho Transportation Board policy has set a \$500,000 federal-aid cap on Enhancement projects. This federal-aid program provides reimbursement of qualified expenditures. This means that a sponsor pays the cost associated with the project and submits a reimbursement request to ITD. Participation in the program requires matching funds from the agency sponsoring the project. Required match is 7.34% of the project total, depending on project cost. The match requirement may be fulfilled by cash, by approved in-kind contributions, or a combination of both. Sponsoring agencies must budget for these costs in their annual

budget process. The Idaho Transportation Board has recommended minimum and maximum program funding targets for the three activity categories: (1) 40-70% for pedestrian and bicycle, (2) 15-30% for scenic and environmental, and (3) 15-30% for historic.

Project Selection

This is a statewide competitive program. No jurisdiction is guaranteed Transportation Enhancement funding. A seven-member Enhancement Advisory Committee (EAC) is responsible for reviewing and prioritizing all project submittals based on criteria outlined in the application packet. Projects that ranked high enough and pass favorably through a 30-day public comment period in July are then presented to the Idaho Transportation Board in September for final approval and inclusion into the Statewide Transportation Improvement Program. ITD district offices oversee the implementation of these projects.

Application Process

Solicitation is for projects to be built in the third year of the program to allow sufficient time for project development. Local public agencies, tribal governments, ITD internal groups, and other state and federal agencies may apply for funding. The same sponsor may submit more than one project. Project sponsors within a metropolitan planning organization (MPO) jurisdiction must submit project applications through the MPO. The application period generally opens in late October and closes in late January. An application packet or notice of availability is sent to cities, counties, highway districts, tribes, select state agencies, and others who have expressed interest during past application periods. The application packet is available in hard copy or can be downloaded from the ITD website. All new project submittals go through a 30-day public comment period in July. Sponsors are notified in October with project funding information.

Potential project sponsors, beginning in calendar year 2007, will also be required to submit a notice of intent to apply.

Reference Materials

- *Transportation Enhancement Program Application Packet*
<http://www.itd.idaho.gov/planning/reports/enhancement/EnhancementProgram.html>
- *National Transportation Enhancement Center site on the world-wide web at:* <http://www.fhwa.dot.gov/environment/te/index.htm>